

**Air Quality Conformity Task Force
Summary Meeting Notes
September 26, 2013**

Participants:

Dick Fahey – Caltrans

Mike Brady – Caltrans

Stew Sonnenberg – FHWA

Andrea Gordon – BAAQMD

Jason Crow – CARB

Kara Vuicich – ACTC

Ted Mately – FTA

Anthony Smith – City of San Jose

Sam Kauer – VTA

Marilee Mortenson – Caltrans

Carolyn Clevenger – MTC

Harold Brazil – MTC

Adam Crenshaw – MTC

1. Welcome and Self Introductions: Carolyn Clevenger (MTC) called the meeting to order at 9:37 am.

2. PM_{2.5} Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Jackson Ave Bicycle and Pedestrian Improvements (Jackson Complete Streets Project)

Anthony Smith (City of San Jose) began a presentation on the Jackson Avenue Bicycle and Pedestrian Improvements project by stating that the project will help increase comfort and safety for bicyclists, pedestrians and transit riders traveling along Jackson Avenue. The project is funded through a grant from the One Bay Area Grant (OBAG) program.

Anthony Smith went on to state that improvements will be made to bus stops and sidewalks on Jackson Avenue and that two pedestrian oriented signals will be installed (where currently none are in place).

Carolyn Clevenger (MTC) confirmed with Harold Brazil (MTC) that the reason the Jackson Avenue project needed to come before the task force was due to signal installation. Harold Brazil asked Anthony Smith if there was diesel truck volume information available in the project area. Anthony Smith indicated that the City of San Jose does not record diesel truck data, but he did not feel that the Jackson Avenue project would have any impact on truck traffic because the project will not be changing any land use patterns and/or accessibility.

Mike Brady stated that based on the AADT volumes, there shouldn't be diesel truck traffic impacts generated from this project (the AADT volumes in the project area are well below the AADT thresholds) and this project should not be considered a project of air quality concern.

Dick Fahey (Caltrans) indicated that while it would be nice to have diesel truck volume information for this project, he still did not think the project is of air quality concern.

Ted Mately (FTA) and Stew Sonnenberg (FHWA) both stated that they did not think the Jackson Avenue project is of air quality concern.

Ginger Vagenas (EPA), through email communication prior to the task force meeting, felt that the Jackson Ave project assessment form seemed a bit low on detail, but also felt that the project is probably not a POAQC based on info provided. But Ginger Vagenas went on to state that it would be helpful to know diesel numbers and to document the basis for the sponsor's assumption that there will not be any redistribution of traffic and asked others what their thoughts were.

Following up (through email, after the meeting) on City of San Jose's assumption that the Jackson Avenue project will not redistribute vehicular traffic, Anthony Smith provided the following statement:

This project is not changing any land use patterns or access to any properties. Additionally, the two signals serve neighborhood where there are not many other entry/exit points and are aimed at increasing the safety and comfort of pedestrians and bicyclists. Destinations along the corridor, especially the regional medical center, will continue to have a draw for motorists and we do not anticipate anything this project does will have any impact on that draw. The nearest parallel routes are King Road and Capitol Avenue, both of which are at least a half mile away. While some traffic patterns might shift slightly within the project boundaries, no impact to the overall traffic in the area is anticipated.

After receiving the follow-up redistribution of traffic assumption statement from Anthony Jackson, Ginger Vagenas agreed with the other members of the task force and indicated that she did not think the Jackson Avenue project was of air quality concern.

Andrea Gordon (BAAQMD) asked if the City of San Jose had more recent AADT data in the project area and Anthony Jackson indicated that the data was not available.

Final Determination: With input from all members, the Task Force concluded that the Jackson Ave Bicycle and Pedestrian Improvements Project was not of air quality concern.

b. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 091213.pdf)

After discussion, the following six projects (in Table 1 below) were in need of follow-up information.

Ginger Vagenas (by providing comments previous to the meeting) asked if project SCL 130031, Sunnyvale East and West Channel Multi-Use Trails includes signalization at an individual intersection and the follow-up information provided by the City of Sunnyvale indicated the project did not involve new intersection signalization. Ginger had no other comments on the exempt project list.

Table 1

TIP ID	Project Name	Sponsor	Follow-up Action			
CC-130041	Citywide School Crossing Enhancement Project	San Ramon	Project Sponsors provided information and data to show that these projects do not involve new intersection signalization at individual intersections or intersection channelization			
MRN130006	Bolinas Avenue and Sir Francis Drake Intersection	Ross				
SCL130031	Sunnyvale East and West Channel Multi-Use Trails	Sunnyvale				
TIP ID	Project Name	Sponsor	Follow-up Action			
MRN130008	Civic Center PDA Planning	Marin County	exemption codes changed to > Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies, Grants for training and research programs			
SCL130040	Montague Expy Ped Bridge at Milpitas BART Study	VTA				
TIP ID	Project Name	Sponsor	Follow-up Action			
SCL130035	Milpitas Various Streets and Roads Preservation	Milpitas	project description corrected and updated			

Final Determination: Prior to receiving this follow-up information, Dick Fahey, Mike Brady, Stew Sonnenberg and Ted Mately indicated the projects on the “2b_Exempt List 091213.pdf” exempt list would be exempt from PM_{2.5} project level analysis. Ginger Vagenas confirmed the exempt list on the condition that her question (whether project SCL 130031, Sunnyvale East and West Channel Multi-Use Trails includes signalization at an individual intersection or not) was answered and her condition was addressed with follow-up information provided from the project sponsor.

Therefore, after updating the projects on the exempt list with documentation provided by the project sponsors, the Task Force determined that the projects on the exempt list are exempt from a conformity determination as per 40 CRF 93.126.

3. Projects with Regional Air Quality Conformity Concerns

a. Interagency Consultation for Non-Exempt, Not Regionally Significant Projects in Proposed TIP Amendment 13-07

Adam Crenshaw (MTC) discussed an MTC staff memo requesting the Task Force’s concurrence that three projects that staff is currently proposing to add to the 2013 TIP in November as part of TIP Amendment 2013-08 (instead of Amendment 13-07 as identified in the mail out) will not significantly impact regional transportation air quality and that their addition to the 2013 TIP will not trigger a revision to the Transportation Air Quality Conformity Analysis on the 2013 TIP. The projects are road diet projects involving with one project including some minor expansion of one-way streets to two-way streets. The road diet portions of all the projects have AADTs lower than 20,000.

Ted Mately stated that he did not see a problem with the three projects and to let him know if the group does not reach a consensus. Mike Brady felt that this approach was a good way to deal with road diet projects (for minor jobs). Dick Fahey agreed with Mike Brady and Stew

Sonnenberg stated that he had no concerns with this approach. Previous to this meeting (through email communication), Ginger Vagenas had no comments on this agenda item.

Final Determination: After input from all members, the Task Force considered that the three projects will be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as these projects will not affect the regional transportation model used in analyzing regional air quality conformity.

4. Consent Calendar

a. August 22, 2013 Air Quality Conformity Task Force Meeting Summary 3a_AQCTF_Meeting_Notes_Summary-082213.pdf

No comments received.

Final Determination: With input from all members, the Task Force concluded that the consent calendar was approved.

5. Other Items

Due to Thanksgiving falling on the fourth Thursday in November and the day after Christmas also falling on the fourth Thursday in December, there will be only one Task Force meeting for the two months. A poll among the Task Force members was conducted to identify the date for the combined meeting and **Thursday, December 5th** was selected as the most popular date.